various Schemes of Nehru Rozgar Yojana during 1995-96 and 1996-97 are given below :- Rs. in lakhs

Name of Scheme	1995-96		1996-97	
	Funds provided Central + State	Exp.	Funds provided Central+State	Expen. up to 31.7.96
SUME	4375.53	4071.49	4383.67	1300.29
SUWE	3620.32	3734.68	3600.50	897.00
SHASU	408.29	1388.06	2053.29	51.31

SUME-Scheme of Urban Micro Enterprises.
SUWE-Scheme of Urban Wage Employment
SHASU-Scheme of Housing & Shelter Upgradation.

Poverty Alleviation Programme

4331. SHRI S. D. N. R. WADIYAR : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether there have been demand made by the State Governments to enhance fund allocation for poverty alleviation programme;

(b) if so, the provision made therefor for 1996-97;

(c) the State-wise details thereof; and

(d) the steps taken in different States in achieving 8th plan target of the poverty alleviation programme so far?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (c). Yes, Sir. The State-wise allocation for major rural poverty alleviation programmes, namely, Integrated Rural Development Programme (IRDP), Jawahar Rozgar Yojana (JRY), Indira Awas Yojana (IAY) and Million Well Scheme (MWS) in the current financial year i.e. 1996-97 is given in the statement enclosed. As the Employment Assurance Scheme (EAS), is a demand driven scheme, no Statewise allocations are made for the programme.

(d) The State Governments follow different strategies for poverty alleviation as stated in their Five Year Plans.

STATEMENT

Allocation of funds (Centre + State) under rural poverty alleviation programmes during 1996-97

(Rs. lakh)

State/UnionTerritory	IRDP	JRY	IAY	MWS
1	2	3	4	5
Andhra Pradesh	8336.41	17372.39	11087.88	4342.14
Arunachal Pradesh	623.43	178.30	99.64	44.58
Assam	2743.50	5718.18	3649.60	1429.41
Bihar	16218.24	34075.58	21748.65	8516.94
Goa	141.87	192.65	107.65	48.16
Gujarat	3059.22	6376.25	4069.63	1593.91
Haryana	735.33	1531.81	977.68	382.88
Himachal Pradesh	239.78	612.16	342.06	153.04
Jammu & Kashmir	999.09	1243.93	695.09	310.99
Karnataka	5594.91	11665.34	7445.36	2915.55
Kerala	2036.15	4244.16	2708.83	1060.71
Madhya Pradesh	10565.39	22014.51	14050.70	5502.11
Maharashtra	9087.73	18937.55	12086.84	4733.53
Manipur	449.59	228.53	127.70	57.14
Meghalaya	477.57	267.40	149.43	66.85

1	2	3	4	5
Mizoram	201.82	112.65	62.95	28.16
Nagaland	335.69	286.64	160.16	71.66
Orissa	6763.85	14093.11	8994.89	3522.49
Punjab	521.53	1089.39	695.30	272.28
Rajasthan	4388.01	9146.40	5837.66	2285.93
Sikkim	55.95	104.36	58.31	26.09
Tamil Nadu	7537.14	15704.96	10023.65	3925.23
Tripura	641.42	296.83	166.03	74.21
Uttar Pradesh	20316.50	42334.91	27020.14	10581.64
West Bengal	7472.20	15569.34	9937.09	3891.19
Andaman & Nicobar	70.94	84.41	47.17	21.11
Dadra & Nagar Haveli	14.99	45.81	25.61	11.46
Daman and Diu	27.97	26.99	15.08	6.76
Lakshadweep	6.99	42.32	23.65	10.58
Pondichery	57.95	82.64	46.18	20.66
Total	109721.16	223679.48	142460.58	55907.36

Demand of Petrol

4332. SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state :

(a) whether India's consumption of transport fuels. both petrol and diesel, is soaring due to the explosion in the present population of vehicles;

(b) if so, the manner in which it is likely to push up India's demand in terms of barrels per day during the current year;

(c) to what extent the power shortage and increased passenger and cargo traffic has compounded the problem; and

(d) the steps proposed to meet the needs of the country without having resort to imports of oil?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T. R. BAALU): (a) Yes, Sir. The population of petrol and diesel driven vehicles has increased by about 31.5% during the year 1995-96, resulting in increased consumption of both petrol diesel.

(b) The estimated increase in demand during the year 1996-97 is 11783 barrels per day for petrol and 56464 barrels per day for diesel.

(c) The power, shortage and increased passenger and cargo traffic have led to the increased demand of diesel for captive power generation in the domestic/ small industrial sector and transport sector. Since the indigenous production of diesel is short of demand, the resultant deficit is met through imports. The increased passenger traffic has also resulted in increased consumption of petrol.

(d) Measures have been taken to increase the refining capacity in the country by expansion of existing refineries and permitting new refineries in the public sector, joint sector and private sector, With the expected coming up of refinery projects, it is estimated that the country would be self sufficient in the production of petrol. However, shortfall in the indigenous availability of diesel is likely to continue for some time. Heavy dependence on import of crude oil will also continue, because of large gap between consumption and production of crude oil.

Worli-Bandra Link Projects

4333. SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA : Will the PRIME MINISTER be pleased to state :

(a) whether any studies have been conducted in regard to Worli-Bandra Link Projects to solve transportation problem in Mumbai;

(b) if so, the details thereof;

(c) whether the project has been cleared and funds allocated therefor;

(d) if so, the details thereof; and

(e) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (e). A Feasibility Study, including Environmental Impact